

GALT TRAFFIC

EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

NOVEMBER 2006

If you would like to receive this newsletter as an Adobe® PDF file via e-mail, notify the Ed. At: jeffryhill@hughes.net



JURGIS KAIRYS

Text and photos by John Roach

Jurgis Kairys is one hell of a flyer. Perhaps you saw him last summer at AirVenture. He was going to perform for a limited audience at Galt earlier in the fall, but bad weather prevented him from doing more than skimming tree tops. At that time, he said he'd be back. October 21 turned out to be the day. A small group turned out to welcome Juris back to Galt. He had left his Sukhoi 31 hangared at Galt while performing in airshows overseas. On October 21, he returned to Galt to pick-up his plane. Before he left for the Jacksonville, Florida airshow, he dusted a little rust off his Su 31 for an appreciative crowd. Rumor has it that Juris will be performing in this area again next summer. For more see:

<http://www.jkairys.com/>



An appreciative crowd watches Jurgis fly a low pass



OCTOBER 14 WAS A LONG DAY...

By John Roach

...but it was also a lot of fun. The day started with coffee (thank you Warren for making the coffee) and pastries at 8:15 am in hangar I-7 and ended in the same place about 12 hours later.

Starting at 9:00, Bob Hart led us through an overview of United Airlines' CRM safety thinking and showed us how it may be applied to general aviation flying. Our April 2007 seminar will build on Bob's presentation by examining specific general aviation accident data to see how better use of resources might have provided a different outcome.

Following the seminar, Greg Donski began cooking brats and burgers for lunch as members pulled out their aircraft. The chapter flew thirteen Young Eagles to bring our yearly total to eighty-eight or so. The chapter's next Young Eagles flights are scheduled for June 9, 2007. BUT, individual members can fly Young Eagles at any time and still be covered by the EAA insurance, provided the YE Registration form is completed and signed by a parent in advance of the flight. If you need registration forms or a pilot and airplane for a YE flight, contact a member of the Board of Directors to help you schedule one.

By mid-afternoon the Spot Landing Contest was off to a wind-blown start. Only four pilots completed the required three flights. Once again, the results proved that all of us probably need more practice in controlling our approach speed and rate of descent closely enough to put our aircraft on the ground where we want to do so. Perhaps a good tip would be to pick a specific touch-down spot on each landing you make. Most of the time that spot need not be "on the numbers." Try a spot about 100 feet past the numbers and work on getting it right. If necessary, schedule sometime with a CFI. If the day comes that you really need to land "right there" you'll be better prepared if you practice, practice, practice.

Between 5:00 and 6:00, folks began arriving back at hangar I-7 with steaming crock-pots, fresh bread, and all sorts of goodies for desert. It's really amazing how many different dishes can be called chili. It was quickly evident that none of the chapter members has ever found a chili they didn't like. By 8:30 or so, it was also amazing how that much chili could disappear so quickly.

If you missed our feast, don't despair. The Pasta Potluck is scheduled for Saturday February 10, 2007. It's your chance to be creative in the kitchen. (Another event where practice makes perfect?) We hope all of you can be there.

NOV. ELECTION OF OFFICERS AND DIRECTORS

The Nominating Committee wishes to announce the following nominations for the November 10th election:

For Secretary -- Ron Twinn

For Treasurer -- David Spitzbart

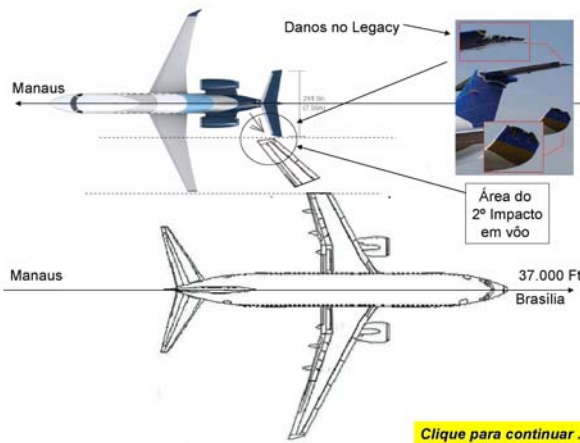
Additional nominations will be accepted at the meeting. Members should remember that self-nominations are allowed by our by-laws.

TRANSPONDERS – SOMETHING TO THINK ABOUT

By Jeff Hill, Sr.

When I retired and started flying light planes 'full time' I asked myself, "What is the greatest hazard I now face?" I believed it to be a mid-air collision. I still do, especially in the busy skies around Chicago. I have the Ryan TCAD system installed in my Skyhawk and I have reason to believe it has already saved my life at least once.

TCAS and TCAD have one big shortcoming however; the threat aircraft must have an OPERATING mode C or mode S transponder. Mode C gives the threat aircrafts altitude in 100' increments and mode S gives its altitude in 25' increments plus the aircraft registration number.



The drawing above shows how the Brasilia and the B-737 impacted each other in the recent mid-air collision in South America which killed all 155 aboard the 737. The Brasilia landed safely and the photos are of the damage to it. What happened? Obviously both aircraft were at the same altitude. If both aircraft had an operating transponder and at least one had an operating TCAS system, 155 people may have been spared an untimely and awful death.

The message for us is, if the plane has a functional transponder, turn it on; it's not only required by law, it may keep someone you will never see from running you over. All airliners operating under Parts 121 or 135 are now equipped with TCAS. So are most late model high end aircraft. Your transponder doesn't tell any plane or controller who you are, just a position and an altitude. Mode S has a signature, but for most of us it is several years away.

Here are some interesting statistics from the Iowa A.N.G. <http://www.iadesm.ang.af.mil/mac/Profile%20of%20A%20Mid%20Air.html>

During a three-year study of midair collisions involving civilian aircraft, the National Traffic Safety Board (NTSB) determined that:

- (1) The occupants of most midair's were on a pleasure flight with no flight plan filed.
- (2) Nearly all midair collisions occurred in VFR conditions during weekend daylight hours.
- (3) The majority of midair's were the result of a faster aircraft overtaking and hitting a slower aircraft.
- (4) No pilot is immune. Experience levels in the study ranged from initial solo to the 15,000 hour veteran.
- (5) The vast majority of midair's occurred at uncontrolled airports below 3,000 feet.
- (6) Enroute midair's occurred below 8,000 feet and within 25 miles of the airport.
- (7) Flight instructors were onboard one of the aircraft in 37 percent of the midair's. (Training and checking are high risk operations. Underlining is mine – Ed.)

There's more on mid-air's from the Air Safety Foundation at: www.aopa.org.

CHAPTER CALENDAR

Join us for coffee at 9:30 prior to meetings!

NOV 11 EAA 932 MEETING 10 AM (election of officers – Silke and Bruce will update us on their project.)

DEC 9 EAA 932 MEETING 10 AM (film – Memphis Belle)

PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org

EAA: www.eaa.org

FAA: www.faa.gov

EAA 932: www.eaa932.org

IL DOT: www.dot.state.il.us/aero/index.html

WI DOT: www.dot.wisconsin.gov/travel/air/genral.html

GALT AIRPORT EVENTS: www.galtfestivals.com

2007

EAA 932 Meetings 2nd Saturdays @ 10 AM

Young Eagles Jun 9 & Sep 8 or by appt. any time.

Contact any Chapter officer or director (box below)

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. *Articles may be reprinted if credit is given.*

Officers and Directors:

President: **Greg Domski** 847-973-0621 gregsr@stans.net

Vice Pres: **George Davie** 815-943-5296 lgeolizdavie@sbcglobal.net

Secretary: **Ted Domski** vivafrania@aol.com

Treasurer: **Dave Spitzbart** 815-338-5407 spitzbrt@stans.net

Webmaster: **Michael Sanders** sanders@windwych.com

N.L. Ed: **Jeff Hill, Sr.** 815-338-3551 JeffryHill@hughes.net

Prop. Mgr: **Rafael Gonzalez** 815-344-2973 onegonzo@comcast.net

Yng. Eagles: **Larry Schubert** 815-337-1994 schubert@cummingsgroup.com

EAA Scholshps: **John Theriault** 815-337-1453 jstheriault@sbcglobal.net

THREE RETIRED PILOTS by JH,sr.

